

5-8-1997

## Meeting Notes 1997-05-08 [Part B]

Joint Policy Advisory Committee on Transportation

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## STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2497 FOR THE PURPOSE OF ENDORSING THE RECOMMENDED ARTERIAL AND HIGHWAY IMPROVEMENTS CONTAINED WITHIN ODOT'S WESTERN BYPASS STUDY AND AMENDING THE 1995 INTERIM FEDERAL REGIONAL TRANSPORTATION PLAN

Date: April 25, 1997

Presented by: Andrew Cotugno

### PROPOSED ACTION

This resolution endorses the arterial and highway recommendations contained within the Oregon Department of Transportation (ODOT) *Western Bypass Study Recommended Alternative Report*, June 1996. This resolution also acts to amend the Preferred Project List of the 1995 Interim Federal Regional Transportation Plan (RTP) to incorporate the recommended arterial and highway projects identified in the *Recommended Alternative Report*.

With this resolution, the Metro Council and JPACT also recognize that the recommended highway and arterial improvements represent a minimal 20-year need for the study area to meet current performance standards. It is recognized that the full transportation needs in the study area require a complementary strategy of transit, transportation demand management (TDM), transportation system management (TSM), and other alternative modes. As Metro updates the RTP through 1997, a number of issues will be addressed which may refine the recommendations contained within the *Recommended Alternative Report*. Specifically, appropriate transit, TDM, TSM, and other alternative mode strategies will be identified for the area and all arterial and highway recommendations contained in the current RTP Preferred Project List will be reviewed consistent with adopted performance measures and standards.

TPAC has reviewed this proposed amendment to the 1995 *Interim Regional Transportation Plan* and recommends approval of Resolution No. 97-2497.

### FACTUAL BACKGROUND AND ANALYSIS

#### Study Background

ODOT initiated the *Western Bypass Study* in 1989. The study responded to issues related to the adequacy of north-south circumferential transportation needs in Washington County. Those issues were identified both in Metro's 1987 *Southwest Corridor Study* and during the *Washington County Transportation Plan* development in 1988.

The *Western Bypass Study* provided a focused analysis and evaluation of the mobility needs and related problems in a large study area that included essentially the entire urban portion of Washington County and westernmost portions of both the City of

Portland and Clackamas County. The study area also included portions of rural Washington County. The study provided for a comprehensive, multi-modal analysis and evaluation of alternative options to address the identified transportation problems in the Study Area. A Statement of Purpose and Need (February 1991) and an Alternatives Analysis Report (May 1995) were published and underwent a public review as part of that process.

Three committees participated in the study throughout the process. The Citizens Advisory Committee (CAC) was comprised of representatives from diverse interest groups and neighborhoods. The Technical Advisory Committee (TAC) was comprised of representatives from the cities within the Study Area, Washington County, Metro, Tri-Met, and other state and federal agencies. The Steering Committee was comprised of policy-makers, elected or top level appointed officials from each jurisdiction or agency. A complete listing of the members of each committee is included in Appendix A of the *Recommended Alternative Report*.

The study began prior to the USDOT's promulgation of planning rules related to the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. As such, the project was initiated as a corridor-level Draft Environmental Impact Statement consistent with the National Environmental Policy Act. The process was designed to look at the impact of viable alternatives on the built and natural environment. With the release of new federal planning rules in 1993, the project was completed as a Major Investment Study (MIS). The MIS incorporates an environmental analysis with alternatives analysis. Five alternative packages were examined as part of the study. These included the No Build, the TSM/Planned Project Alternative, the Arterial Expansion/HOV Express Alternative, the Bypass Alternative, and the LUTRAQ Alternative.

#### Recommended Alternative

The Western Bypass Study Recommended Alternative, summarized in the *Recommended Alternative Report*, includes a package of multi-modal improvements which reflect the best performing components of the five alternatives that meet the study needs. The needs are based on current traffic operational performance measures identified in the RTP, the State Highway Plan, and local plans, or necessary strategies to address a specific traffic function that is otherwise not being met. The latter includes the recommendation for a new expressway-type connector facility between Highway 99W and I-5. The facility addresses an inter-regional, interstate function that is missing in that portion of the study area. The *Recommended Alternative Report* summarizes the transportation problems within the Study Area.

Attachment 1 shows the recommended study area projects as identified in the study *Recommended Alternative Report*. Included are roadway projects that build on the existing arterial system and

add new connections, a TDM program, transit service and facilities, and bicycle and pedestrian facilities. The recommendations are additive throughout the three tables. Table 3, No Build Alternative, identifies projects already identified in other plans or programs. Table 4, TSM Alternative, identifies roadway projects already under active planning or are suggested system, demand management, and transit improvements to meet study area needs. Table 5, Study Recommended Alternative adds the road projects specifically recommended as a result of the study.

The Recommended Alternative includes packages of transit, TDM, bicycle, and pedestrian improvements. Also evaluated as part of the study was the Land Use Transportation Air Quality (LUTRAQ) alternative. It is not recommended that those specific strategies be adopted into the RTP at this time. Those packages were included in the *Western Bypass Study* as a means of showing the maximum potential demand reduction that could be accomplished in the study area. The arterial and highway projects respond to that demand.

Instead, it is recommended that the appropriate alternative mode, TDM, and TSM packages reflect the more comprehensive activities that have and will occur. First, the study recommendations were reviewed for consistency with the regionally adopted 2015 population/employment forecast. That forecast was developed consistent with the Region 2040 Growth Concept and represents the adopted land use alternative. Second, recent TDM actions should be recognized as generally superseding the *Western Bypass Study* strategies. These primarily include the Employee Commute Option program developed for the region's air quality maintenance plan and the regional parking ratios developed as part of the *Urban Growth Management Functional Plan* (UGMFP). Third, the transit component for the area should reflect work resulting from Tri-Met's Transit Choices for Livability process intended to identify suburban transit strategies. Fourth, the RTP update will further define other TDM, TSM, transit, and alternative mode actions for the area which will be balanced against other regional needs.

Finally, the study concluded that circumferential vehicular traffic within the study area is best served by the identified highway, arterial, and TSM improvements. As a result, the study does not recommend continued study or action on a full bypass. A minority conclusion of the Steering Committee was that the I-5/99W Connector should still be considered as a first leg of a full bypass. That recommendation was not supported by the full Steering Committee and is not included in this resolution.

#### JPACT/Metro Council Action

Resolution No. 97-2497 endorses in Exhibit A only the new highway and arterial recommendations contained in the *Western Bypass Study Recommended Alternatives Report*, June 1996, for inclusion into Metro's 1995 *Interim Federal Regional Transportation Plan Preferred Project List*. A number of the projects contained in

Attachment 1, Tables 3 and 4, are already contained in the RTP. Exhibit A to the resolution identifies those highway and arterial projects that are new as a result of the *Western Bypass Study* and are being recommended to be included in the Interim Federal RTP, Chapter 5, Preferred Project List. The resolution also notes that significant environmental, land use, and other project development activities remain for a number of the projects shown in Exhibit A.

Exhibit B to the resolution contains the specific text changes being made to the Interim Federal RTP resulting from the *Western Bypass Study*. Those changes primarily delete reference to the study process as an outstanding issue.

Following this adoption process, the arterial and highway projects contained within the current RTP Preferred System, including the *Western Bypass Study* recommendations, will be evaluated against potentially new performance measures and standards that are oriented towards implementing the Region 2040 Growth Concept. Consequently, the project status of some of the recommended improvements contained in the Bypass Study may change as a result of the RTP update.

#### I-5/99W Connector

The *Western Bypass Study* and supporting documentation identified the need, mode, function, and general corridor for the I-5/99W Connector. Ordinance No. 97-689 is being reviewed concurrent with this resolution and contains a number of conditions as part of its recognition in the State RTP. That recognition enables the project to move into an alignment-level EIS process consistent with State land use planning goals for its need, mode, function, and general corridor. The staff report and adopting ordinance provide the details of that action.

# Table 3. No Build Alternative

ATTACHMENT 1

## ROADWAY IMPROVEMENTS

NO.	PROJECT	DESCRIPTION
1	I-5/I-205 INTERCHANGE	REALIGN, WIDEN NB RAMP, ADD AUXILIARY LANE TO I-205
2	I-5: UPPER BOONES FERRY RD. - I-205	CONSTRUCT AUXILIARY LANES
3	TV HWY: SW 170TH, 198TH, BROOKWOOD AVE	CONSTRUCT RIGHT-TURN LANES
5	SCHOLLS FERRY RD AT BEEF BEND RD	CONSTRUCT LEFT-TURN REFUGE
6	SCHOLLS FY RD: MURRAY BLVD - FANNO CRK	WIDEN TO 5 LANES
8	HALL BLVD AT SW WASHINGTON	CONSTRUCT LEFT-TURN REFUGE
9	HALL BLVD AT SW OAK ST.	CONSTRUCT LEFT-TURN LANES
11	HWY. 26 AT NW 185th AVE. INTERCHANGE	WIDEN INTERCHANGE AND STRUCTURE, LEFT-TURN STORAGE
15	I-5/HWY. 217 INTERCHANGE	INTERCHANGE IMPROVEMENTS INCLUDING 72ND AVE. RAMPS
18	U.S. 26 BETWEEN KATHERINE LANE AND SYLVAN INTERCHANGE	SCHOLLS FY. RD. TO CANYON RD.: ADD 12' TO EXISTING WB LANES. CANYON RD. TO KATHERINE LANE: WIDEN TO 3 LANES EACH DIRECTION
25	TV HWY: SE 21st AVE - OAK ST.	WIDEN TO 5 LANES
26	HALL BLVD: ALLEN BLVD. - GREENWAY	WIDEN TO 5 LANES
30	BARNES EXTENSION: HWY. 217 - BARNES RD	CONSTRUCT NEW 3-LANE ROAD E/W OF CEDAR HILLS
32	SW 170th AVE. AT FARMINGTON RD	ADD LEFT-TURN LANES N/S, MODIFY SIGNAL
34	SW 185th AVE. AT KINNAMAN RD	ADD LEFT-TURN - 4 LEGS, TRAFFIC SIGNAL
35	SW 185th AVE. AT ROSA RD	ADD LEFT-TURN LANES, TRAFFIC SIGNAL
36	DURHAM RD: HALL BLVD. - 72ND. AVE.	ADD LEFT-TURN LANES, EXTEND TO SW 72ND AVE.
37	GREENBURG RD. AT HWY. 217 INTERCHANGE	WIDEN, IMPROVE OVERCROSSING
38	BEEF BEND RD: HWY. 99W - 131ST AVE.	IMPROVE ALIGNMENT, TURN LANES AT INTERSECTION, WIDEN AS POSSIBLE
40	NW 185th AVE: ROCK CK. BLVD-TAMARACK WAY	WIDEN TO 5 LANES, TURN LANES AT INTERSECTION
41	MURRAY BLVD: ALLEN BLVD - OLD SCHOLLS FERRY RD	WIDEN TO 5 LANES, ADD TURN LANES
42	BASELINE RD: 158th AVE. - 185th AVE.	WIDEN TO 3 LANES: 170TH - 185TH AVE. CONSTRUCT NEW ROAD W/158TH
43	EAST MAIN ST: 10th AVE - BROOKWOOD AVE	WIDEN TO 3 LANES, BIKE LANES, S/W
45	FOREST GROVE ARTERIAL: HWY 47 - QUINCE RD	CONSTRUCT NEW 3-LANE ROAD
46	TUALATIN-SHERWOOD/EDY RD: 99W TO AVERY AVERY TO BOONES FERRY RD.	WIDEN TO 3 LANES WIDEN TO 5 LANES
48	MCDONALD ST: HALL BLVD.	ADD TURN LANES AT INTERSECTION
50	121st AVE: SCHOLLS FERRY RD - BURLHEIGHTS DR	ADD TURN LANES
58	I-5 AT STAFFORD INTERCHANGE	WIDEN BRIDGE TO 5 LANES
62	CORNELL RD: CORNELIUS PASS RD - 185TH AVE	WIDEN TO 5 LANES
63	NE EVERGREEN PKWY: SHUTE RD - CORNELIUS PASS RD	CONSTRUCT 3 LANE EXTENSION
64	CORNELIUS PASS RD: CORNELL RD - HWY. 26	WIDEN TO 5 LANES
65	NW 229th AVE: CORNELL RD-EVERGREEN PKWY	CONSTRUCT 3 LANE EXTENSION
129	GREENBURG RD: TIEDEMAN AVE. - HWY. 99W	WIDEN TO 3 LANES
132	SW 65TH ST.: NYBERG ST. - BORLAND RD	WIDEN TO 3 LANES
166	DURHAM RD: HWY 99W - HALL BLVD.	WIDEN TO 3 LANES
167	BONITA RD: HALL BLVD. - I-5	WIDEN TO 3 LANES
168	MCDONALD STREET: HWY 99W - 97TH AVENUE	ADD TURN LANES, SIDEWALKS

## OTHER ELEMENTS

WESTSIDE LRT	TO 185TH AVE. - SUPPORTED BY FEEDER BUS ROUTES
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Table 4.

# Transportation Systems Management (TSM)/ Planned Projects Alternative

## ROADWAY IMPROVEMENTS

NO.	PROJECT	DESCRIPTION
100	EAST/WEST ARTERIAL: MURRAY BLVD. - HWY. 217	NEW 5-LANE ROAD
101	SW 125TH AVE: BROCKMAN AVE. - HALL BLVD.	NEW 5-LANE ROAD
103	SW BEAVERTON-HILLSDALE HWY. 117TH AVE. - HWY. 217	CONSTRUCT 6-LANE SECTION
104	SW DAVIS RD: 160TH AVE. - MURRAY BLVD.	RECONSTRUCT RDWY. CONNECT TO ALLEN BLVD
105	SW DENNEY RD: HWY. 217 - SCHOLLS FERRY RD.	RECONSTRUCT ROADWAY WITH LEFT-TURN
106	SW FARMINGTON RD: 149TH AVE. - MURRAY BLVD.	RECONSTRUCT ROADWAY, LEFT-TURN, NEW LANES
107	SW HART RD: 165TH AVE. - MURRAY BLVD.	RECONSTRUCT ROADWAY, LEFT-TURNS
108	SW LOMBARD AVE.: HWY. 10 - HWY. 8	CONSTRUCT NEW 5-LANE ROAD
109	DARTMOUTH ST: I-5/HAINES - HWY 99W/78TH AVE	CONSTRUCT NEW 3-LANE ROAD
110	BULL MOUNTAIN RD AT HWY. 99W	ADD APPROACH LANE ON BULL MTN. ROAD
113	HWY. 99W: PFAFFLE ST. - COMMERCIAL ST.	WIDEN TO 6 TRAVEL LANES
114	TAYLORS FERRY RD: WASHINGTON DR - OLESON RD	EXTENSION OF TAYLORS FERRY ROAD - 2 LANE
115	MURRAY BLVD: OLD SCHOLLS FERRY RD-135TH AVE	CONNECTION, CONSTRUCTION OF NEW ROAD
116	135TH AVE.: WALNUT ST. - BULL MOUNTAIN RD.	CONSTRUCT NEW 2-LANE ROAD
117	132ND AVE: WALNUT ST. - BULL MOUNTAIN RD.	CONSTRUCT NEW 2-LANE ROAD
120	CORNELIUS PASS RD: HWY. 26 - WEST UNION RD.	CONSTRUCT 5-LANE SECTION, BIKE LANES
121	CORNELL RD: 185TH AVE. - 158TH AVE.	WIDEN TO 5 LANES WITH BIKE PATH
122	MURRAY BLVD.: MILLIKAN WAY - JENKINS RD.	WIDEN STRUCTURE TO 5 LANES, BIKE PATH
123	OLD SCHOLLS FERRY RD: MURRAY BLVD - REUSSER RD	WIDEN TO 5 LANES
124	112TH AVE. EXTENSION: CORNELL RD - BARNES RD	CONSTRUCT NEW 3-LANE ROAD
125	NW BARNES RD: CORNELL RD - BARNES EXT.	RECONSTRUCT TO 5 LANES, ALIGN
126	SW BARNES RD: MILLER RD - LEAHY RD	WIDEN TO 5 LANES
127	SW BARNES RD: MULTNOMAH CO. LINE - MILLER RD.	WIDEN TO 5 LANES
128	CORNELL RD: HWY. 26 - BARNES RD	RECONSTRUCT TO 5 LANES
130	JENKINS RD: MURRAY BLVD. - 158TH AVE.	RECONSTRUCT TO 5 LANES W/BIKE
131	MURRAY BLVD.: HWY. 26 - CORNELL RD	WIDEN TO 5 LANES, INCLUDING INTERCHANGE
134	SW 158TH AVE.: WALKER RD - JENKINS RD	WIDEN TO 5 LANES, W/BIKE PATH
135	BARNES EXTENSION: HWY. 217 - CEDAR HILLS BLVD.	BUILD 5 LANE ULTIMATE SECTION
137	CORNELL RD: SALTZMAN RD. - WASH. COUNTY LINE	RECONSTRUCT TO 3 LANES, W/BIKE

# Transportation Systems Management (TSM)/ Planned Projects Alternative

## ROADWAY IMPROVEMENTS

NO.	PROJECT	DESCRIPTION
138	NYBERG RD: INTERSTATE 5 - 65TH AVE.	RECONSTRUCT TO 5 LANES
139	WALKER ROAD: 185TH AVE. - CORNELL RD	WIDEN TO 5 LANES
142	SW 170TH EXTENSION: BASELINE RD - WALKER RD	CONSTRUCT NEW 3-LANE ROAD, BIKE LANE
143	BROOKWOOD AVE.: CORNELL RD - BASELINE RD	CONSTRUCT 2-LANE ROAD, NEW
150	HWY. 217: HWY. 26 - TV HWY.	HIGHWAY IMPROVEMENTS ONLY, INCLUDING ALL ROW
151	HWY. 26: HWY. 217 - KATHERINE LANE	ADD 2 LANES - 1 EACH DIRECTION
152	HWY. 26: HWY. 217 - CORNELIUS PASS RD	WIDEN TO 6 LANES
153	HWY. 26: JACKSON RD INTERCHANGE	CONSTRUCT NEW INTERCHANGE
155	HALL BLVD.: SCHOLLS FERRY RD - DURHAM RD	WIDEN TO 3 LANES
156	SW 170TH AVE.: FARMINGTON RD - MERLO RD	UPGRADE TO 3 LANES
157	FARMINGTON RD: 149TH AVE. - 209TH AVE.	WIDEN TO 5 LANES
159	BEEF BEND RD: SOUTH OF SCHOLLS FERRY RD TO ELSNER RD	ALIGNMENT IMPROVEMENTS TO SCHOLLS/SHERWOOD WIDEN TO 3 LANES CONSTRUCT NEW 3-LANE FACILITY TO ELSNER RD.
160	HWY. 217: CANYON RD - 72ND AVENUE	WIDEN TO 3 LANES EACH DIRECTION
161	MURRAY BOULEVARD CONNECTION: WALNUT/135TH AVE. - GAARDE ST. GAARDE STREET: 121ST AVE. - HWY. 99W	CONSTRUCT NEW 3-LANE COLLECTOR WIDEN TO 3 LANES
163	TV HIGHWAY: INTERSECTION IMPROVEMENTS	
164	BASELINE RD: BROOKWOOD AVE. - 216TH AVE. 216TH AVE. - 158TH AVE.	WIDEN TO 3 LANES WIDEN TO 5 LANES
165	WALKER RD: 185TH AVE. - MURRAY BLVD.	WIDEN TO 5 LANES
169	TUALATIN RD: HWY 99W - UPPER BOONES FERRY	WIDEN TO 3 LANES
170	UPPER/LOWER BOONES FERRY RD: TUALATIN RD - I-5	WIDEN TO 3 LANES

## OTHER ELEMENTS

ALL ELEMENTS OF NO-BUILD ALTERNATIVE	
WESTSIDE LRT - HILLSBORO EXTENSION	185th AVE. TO HILLSBORO - SUPPORTED BY FEEDER BUS ROUTES
DEMAND RESPONSIVE TRANSIT (DRT)	DIAL-A-RIDE SERVICE
TRANSPORTATION DEMAND MANAGEMENT (TDM)	DEMAND REDUCTION MEASURES
HWY 217 EXPRESS BUS SERVICE (HCT)	SUPPORTED BY FEEDER BUS ROUTES



**Table 5: Study Recommended Alternatives - Improvement Projects**

No.	Project	Description
171	Scholls Ferry Road: 121st Ave - Highway 217	Capacity 2,700 vph per direction
402	Highway 99W: I-5 to Durham Road	Intersection Improvements
406	Highway 99W: Durham Road to Six Corners (Edy/Scholls Sherwood Road)	Capacity 2,700 vph per direction Upgrade to limited access facility
412	216th/219th Ave.: Cornell Road - TV Highway	Capacity 1,800 vph per direction
413	Limited Access Expressway: I-5 to Highway 99W	Capacity 3,000 vph per direction. Grade-separated facility with interchanges at Tualatin/Sherwood-Edy Road and ramps at I-5/I-205 and Highway 99W

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING	)	RESOLUTION NO. 97-2497
THE RECOMMENDED ARTERIAL AND	)	
HIGHWAY IMPROVEMENTS CONTAINED	)	Introduced by
WITHIN ODOT'S WESTERN BYPASS	)	Jon Kvistad, Presiding Officer
STUDY AND AMENDING THE 1995	)	Chair, JPACT
INTERIM FEDERAL REGIONAL	)	
TRANSPORTATION PLAN	)	

WHEREAS, The Oregon Department of Transportation initiated the *Western Bypass Study* in 1989 to address north-south circumferential transportation needs in Washington County; and

WHEREAS, The *Western Bypass Study* provided for a comprehensive, multi-modal analysis and evaluation of alternative transportation options to address the identified transportation needs in the Study Area; and

WHEREAS, The study process included three standing committees: a Steering Committee, a Citizen Advisory Committee, and a Technical Advisory Committee; and

WHEREAS, A study Statement of *Purpose and Need Report* (February 1991) and an *Alternatives Analysis Report* (May 1995) consistent with federal planning rules were published and underwent public review; and

WHEREAS, A *Recommended Alternative Report* was approved by the three study committees in 1996; and

WHEREAS, The recommendations are included as Attachment 1 to the Staff Report; and

WHEREAS, The recommended alternative strategies will be evaluated as part of Metro's 1997 update to the *Regional Transportation Plan* (RTP) consistent with any adopted performance

measures and standards; now, therefore,

BE IT RESOLVED:

1. That the Preferred Project list of the 1995 Interim Federal RTP be amended to include the highway and arterial improvements identified within the *Western Bypass Study* as shown in Exhibit A, and that the text reflect the changes as shown in Exhibit B.

2. That the study recommendations be evaluated consistent with adopted performance measures and standards as part of the 1997 RTP Update to determine full consistency with the Region 2040 Growth Concept and requirements contained within the State Transportation Planning Rule.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_, 1997.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

**Exhibit A**  
**New Highway and Arterial Projects from Western Bypass Study to Add to Interim Federal RTP Preferred Project List**

Jurisdiction	No.	Project Name	Project Location	Roadway Lanes		Modal Elements						Project or RTP Cost (1995 Dollars)
				Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	
ODOT	143	I-5/ I-205 Interchange	I-5/ I-205 Interchange	n/a	n/a				◆			\$1,040,000
ODOT	144	TV Highway Intersections	At 170th, 198th, and Brookwood Avenue	n/a	n/a	□	◆	◆	◆		◆	\$133,000
ODOT	145	Scholls Ferry Road	Murray Blvd. to Fanno Creek	2	5	□	◆	◆				\$7,935,000
Washington Co.	107	Hall Blvd. at SW Oak	Hall Blvd./SW Oak St. intersection	n/a	n/a	□	◆	◆			◆	\$550,000
Washington Co.	108	Farmington Road	Murray Blvd. to 172nd Ave.	3	5	□	◆	◆				\$11,786,000
Washington Co.	109	Beef Bend Road	King Arthur to 131st Ave.	2	3		□	□				
Washington Co.	110	Baseline Road	158th to 185th	2	5	□	◆	◆				\$5,649,000
Washington Co.	111	McDonald Street at Hall Blvd.	McDonald Street/Hall Blvd. intersection	n/a	n/a	□	◆	◆			◆	\$856,000
Washington Co.	112	Greenburg Road	Tiedeman to Highway 99W	2	3		◆	◆				\$1,985,000
Washington Co.	113	Bonita Road	Fanno Creek to I-5	2	3		□	□				
Washington Co.	114	McDonald Street	Highway 99W to 97th Ave.	n/a	n/a		◆	□				\$608,000
Washington Co.	115	Beaverton Hillsdale Highway	117th Ave. to Highway 217	5	6	□	◆	◆	◆			
Washington Co.	116	SW Davis Road	160th Ave. to Murray Blvd.	2	3		□	□				\$4,483,000
Washington Co.	117	SW Farmington Road	149th to Murray Blvd.	3	5	□	◆	◆				\$893,000
Washington Co.	118	SW Hart Road	165th to Murray Blvd.	n/a	n/a		□	□				\$3,193,000
Washington Co.	119	SW Lombard Ave.	Highway 10 to Broadway St.	0	3	□	□	◆				\$1,434,000
Washington Co.	120	Bull Mountain Road at Highway 99W	Bull Mountain Road/Highway 99W intersection	n/a	n/a		◆	◆	◆		◆	\$21,000
Washington Co.	121	Taylor's Ferry Road	Washington Dr. to Oleson Road	0	2		◆	□				\$1,697,000
Washington Co.	122	135th Ave.	Walnut St. to Bull Mountain Road	0	2		□	□				\$1,417,000
Washington Co.	123	132nd Ave.	Walnut St. to Bull Mountain Road	0	2		□	□				\$1,313,000
Washington Co.	124	SW 170th Extension	Baseline Road to Walker Road	0/2	3		□	□				\$2,821,000
Washington Co.	125	Murray Blvd. Connection	Walnut/135th to Gaarde St.	0	3		□	□				
Washington Co.	126	Gaarde Street	121st Ave. to Highway 99W	2	3		□	□				\$2,000,000
ODOT	146	Scholls Ferry Road: 121st - Hwy. 217	121st to Highway 217	5	7	□	◆		□			\$13,518,000
ODOT	147	Highway 99W: I-5 to Durham	I-5 to Durham Road	5	7	□	◆		◆			
ODOT	148	Highway 99W: Durham to Six Corners	Durham Road to Edy/Scholls Sherwood Road	5	6		◆		◆		◆	
Washington Co.	127	216th/219th Ave.	Cornell Road to Tualatin Valley Highway	2	5		◆		□			\$25,000,000
											Total	\$88,332,000
								◆	= Improves/Expands Regional System			
								□	= Complements Regional System			

Note: Metro staff continues to work on obtaining cost estimates (in 1995 dollars) for some projects.



METRO

## EXHIBIT B

### Text revisions to the Interim Federal Regional Transportation Plan

*Western Bypass Study Recommendations*

April, 1997

With adoption of Resolution No. 97-2497, the 1995 Interim Federal Regional Transportation Plan will incorporate the following text amendments:

Page 8-13:

#### 4. ~~Tualatin Hillsboro Corridor~~

~~The Western Bypass was adopted as a contingent recommendation subject to the findings of a land use and environmental analysis. ODOT continues a study of the Tualatin Hillsboro Corridor evaluating the need for transportation improvements in the corridor and assessing the land use consequences of a range of reasonable alternatives. The ODOT Western Bypass Study is incorporating the results of 1000 Friends of Oregon Land Use/Transportation/Air Quality (LUTRAQ) Study if that study produces a viable land use/transportation strategy.~~

#### 4. I-5/99W Connector

The Western Bypass Study was adopted in June, 1997. Included in the study was the need for a I-5/99W Connector to serve inter-state and inter-regional traffic and separate that traffic from 99W, Tualatin-Sherwood Road and other arterials and collectors in the study area. The designation of the actual alignment for the Connector will be determined as part of the alignment-level Environmental Impact Statement (EIS) Process. As part of that process, statewide planning goal exception(s) consistent with OAR 660-12-070 will be required if any portion of the alignment is outside the Urban Growth Boundary.

MH  
.Bypass.ExhB

## Exhibit A

\* Cost of 132nd Avenue project reflects that project is partially completed.

n/a = not applicable

**Exhibit A**  
**Highway and Arterial Projects from Western Bypass Study to Add to Interim Federal RTP Preferred Project List**

				Roadway Lanes		Modal Elements					Project or RTP Cost	
Jurisdiction	No.	Project Name	Project Location	Existing	Proposed	Transit	Bicycle	Ped	Freight	TDM	TSM	(1995 Dollars)
ODOT	143	I-5/ I-205 Interchange	I-5/ I-205 Interchange	n/a	n/a		◆		◆			\$1,040,000
ODOT	144	TV Highway Intersections	At 170th, 198th, and Brookwood Avenue	n/a	n/a	□	◆	◆	◆		◆	\$133,000
ODOT	145	Beaverton Hillsdale Highway	117th Ave. to Highway 217	5	6	□	◆	◆	◆			\$2,670,000
ODOT	146	Farmington Road	Murray Blvd. to 172nd Ave.	3	5	□	◆	◆				\$11,786,000
ODOT	147	SW Farmington Road	172nd to 209th.	3	3 to 5		◆	◆				\$22,264,000
ODOT	148	Scholls Ferry Road: 121st - Hwy. 217	121st to Highway 217	5	7	□	◆		□			\$13,518,000
ODOT	149	Highway 99W: Pfaffle - Commercial	Pfaffle St. to Commercial St.	5	6	□	◆		◆			\$8,029,000
ODOT	150	Highway 99W: Commercial - Six Corners	Commercial St. to Durham Road and Durham Road to Edy/Scholls Sherwood Road	5	6	□	◆		◆		◆	\$7,272,000
Washington Co.	107	Hall Blvd. at SW Oak	Hall Blvd./SW Oak St. intersection	n/a	n/a	□	◆	◆			◆	\$550,000
Washington Co.	108	Beef Bend Road	King Arthur to 131st Ave.	2	3		□	□				\$3,121,000
Washington Co.	109	Baseline Road	158th to 185th	2	5	□	◆	◆				\$5,649,000
Washington Co.	111	McDonald Street	Highway 99W to 97th Ave.	n/a	n/a		◆	□				\$608,000
Washington Co.	112	SW Davis Road	160th Ave. to Murray Blvd.	2	3		□	□				\$4,483,000
Washington Co.	113	SW Hart Road	165th to Murray Blvd.	n/a	n/a		□	□				\$3,193,000
Washington Co.	114	SW Lombard Ave.	Highway 10 to Broadway St.	0	3	□	□	◆				\$1,434,000
Washington Co.	115	Taylor's Ferry Road	Washington Dr. to Oleson Road	0	2		◆	□				\$1,697,000
Washington Co.	116	132nd Ave. *	Walnut St. to Bull Mountain Road	0	2		□	□				\$657,000
Washington Co.	117	SW 170th Extension	Baseline Road to Walker Road	0 to 2	3		□	□				\$2,821,000
Washington Co.	118	Murray Blvd. Connection	Walnut/135th to Gaarde St.	0	3		□	□				\$2,417,000
Washington Co.	119	Gaarde Street	121st Ave. to Highway 99W	2	3		□	□				\$2,000,000
Washington Co.	120	216th/219th Ave.	Cornell Road to Tualatin Valley Highway	2	5		◆		□			\$25,000,000
											Total	\$120,342,000
											◆ = Improves/Expands Regional System	
											□ = Complements Regional System	
* Cost of 132nd Avenue project reflects that project is partially completed.												
n/a = not applicable												

*Handout  
(revised)*

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### **III. Committee Reports**

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The following are committee reports from the Citizens Advisory Committee (CAC) and the Steering Committee (SC). For the Western Bypass Study, the CAC submitted both a Majority and Minority Report, based on the opinions and concerns of committee members. The CAC Minority Report is a response to the Majority Report. The Steering Committee Recommendation is based on the CAC Majority Report. The Technical Advisory Committee (TAC) does not submit a formal report because they serve as the advisory committee to the SC. The following sections include both the CAC Majority and Minority Reports, as they were formulated by the committee members.

#### **Citizens Advisory Committee (CAC):**

##### **Majority Report**

The Citizens Advisory Committee voted to support the Recommended Alternative with the following modifications, provisions and additional recommendations.

##### **Modifications:**

We recommend the following improvements be added to the Draft Recommended Alternative:

1. 216th/219th, Cornell Road to TV Highway -- 5-lane arterial.
2. Scholls Ferry Road -- explore other design solutions to meet capacity needs.

##### **Support Draft Recommended Alternative**

We believe, as modified:

1. The recommended alternative meets the projected north/south, circumferential need as projected by this study.
2. It is the most realistic, given the current funding outlook and current land use rules and plans.

##### **Provisions**

We support the Recommended Alternative, as modified, provided:

1. ODOT recommends that refinement of the corridor (or identification of an alignment) for the 1-5/99W connection begin as soon as possible.
2. The 1-5/99W connector is a stand-alone project. It is to provide a connection between facilities of statewide significance and provide access to neighbor cities (Newberg) as envisioned in the Region 2040 Growth Concept. It is not designed or intended to preclude or presuppose a bypass.
3. Other Study Alternatives are to be reconsidered if the recommended alternative proves to be insufficient to meet growth and travel demand.



---

## **Additional Recommendations**

1. Metro should develop means to evaluate consistency of the individual projects, services, and programs with 2040.
2. Metro, consistent with 2040, should endorse the recommendation of the Western Bypass Study, and set high priorities to implement the projects, services and programs in the recommendation.
3. Responsible agencies should explore means of identifying and addressing freight and commercial travel needs. Also, explore means of protecting those improvements.
4. In designing the I-5/99W connector, ODOT should locate interchanges to be consistent with the UGB.
5. Metro and Tri-Met should aggressively pursue implementing TDM and DRT as regional priorities.
6. Responsible agencies should explore alternative design standards for arterials and collectors and increase connectivity to reduce negative impacts on existing neighborhoods in the urban area.

## **Citizens Advisory Committee (CAC):**

### **Minority Report**

The Minority Report contains the opinions of some members of the CAC who supported an alternative to the Recommended Alternative. Some members supported the Bypass Alternative as their first choice. Other members supported the Recommended Alternative, but had comments on the alternative or on the Majority Report's Provisions or Modifications. All of the Minority Report comments are included.

### **Some Committee Members Support the FULL BYPASS ALTERNATIVE because:**

The full Bypass Alternative is a:

- solution to north/south and circumferential travel
- solution for the long-term

1. The Draft Recommended Alternative is not an adequate long term solution.
2. The Draft Recommended Alternative is based on faulty assumptions about growth and faulty assumptions about the region's ability to implement the programs and improvements, because:

- 
- The assumptions are not adequate since population and employment projections are below current growth rates for the Study Area.
  - Transit improvements do not have Tri-Met commitment or funding, and if these improvements are not implemented the Recommended Alternative will not perform as needed.
  - It relies on TDM programs that are not realistic and may not be implementable.
3. The Draft Recommended Alternative will not support, and may harm, the economy because:
- It does not support the movement of goods and services, and employees, between the economic centers within the Study Area.
  - It may force employers to move elsewhere, due to increased congestion and decreased accessibility.
  - It may have unintended consequences for neighboring communities.
  - It does not adequately address commercial traffic needs, especially from south county to the county seat.
4. Components of the Draft Recommended Alternative will split apart existing neighborhoods.

**Some Committee Members Support the RECOMMENDED ALTERNATIVE With the Following Comments:**

**We Support the Majority Report Modifications:**

1. Yes
2. Yes

**We support the Draft Recommended Alternative, with the following comments:**

We would modify the Majority Report "We believe, as modified" comments:

- (1.) NO, we don't agree that the recommended alternative meets the projected north/south, circumferential need as projected by this study.
- (2.) We agree that is the most realistic, given the current funding outlook and current land use rules and plans, with the following addition of:  
Yes, with qualifications. Realistic today, if had to fund today. Over time the funding ability changes.
- (3.) Support removing.

**We have the following comments on the Majority Report "Provisions":**

- (1.) Yes, visionary concept for roads.

- 
- (2.) (a) Qualified yes. The I-5/99W connector should be first leg of the full bypass.
  - (b) Concur with 2nd sentence.
  - (c) Delete 3rd sentence.

**We have the following comments on the Majority Report "Additional Recommendations":**

- (1.) Yes.
- (2.) Yes, and agree that Points 1 and 2 should be reversed.
- (3.) (a) Yes.
- (b) 2nd sentence too vague.
- (4.) Yes.
- (5.) Revised to read: Tri-Met should actively pursue increased service within the Study Area. Metro and Tri-Met should continue to investigate TDM and DRT opportunities as regional priorities.
- (6.) Yes, with qualifications. "Increase connectivity in new developments and, where practicable, in existing neighborhoods within the Study Area."

## **Steering Committee (SC) Report**

The Steering Committee reviewed the Adopted Recommendations and the Minority Opinion Report of the Citizens Advisory Committee. With this information, the Steering Committee voted to support the Recommended Alternative with the following modifications, provisions and additional recommendations. These modifications, provisions and additional recommendations are based directly on those developed by the Citizens Advisory Committee, with several differences. Differences that are addressed in the Minority Opinion Report are noted with an asterisk (\*). Other differences are noted with a double asterisk (\*\*).

### **Modifications:**

We recommend the following improvements be added to the Draft Recommended Alternative:

- 1. 216th/219th, Cornell Road to TV Highway -- 5-lane arterial.
- 2. Scholls Ferry Road -- explore other design solutions to meet capacity needs.

### **Support Draft Recommended Alternative**

We believe, as modified:

- 1. It is the most realistic, given the current funding outlook and current land use rules and plans.

---

## **Provisions**

We support the Recommended Alternative (as modified), provided --

1. ODOT recommends that refinement of the corridor [or identification of an alignment] for the I-5/99W connection begin as soon as possible.
2. \* The I-5/99W connector is a stand-alone project. It is to provide a connection between facilities of statewide significance and provide access to neighbor cities (Newberg) as envisioned in Region 2040 Growth Concept.\*
3. \* This Recommendation is not designed or intended to preclude or presuppose a full bypass or other alternatives that may address future travel needs.
4. Other Study Alternatives are to be reconsidered if the recommended alternative proves to be insufficient to meet growth and travel demand.

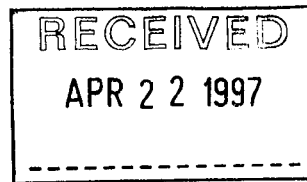
## **Additional Recommendations**

We also submit the following recommendations:

1. Metro should develop means to evaluate consistency of the individual projects, services, and programs with 2040.
2. Metro, consistent with 2040, should endorse the recommendation of the Western Bypass Study, and set high priorities to implement the projects, services and programs in the recommendation.
3. Responsible agencies should explore means of identifying and addressing freight and commercial travel needs. Also, explore means of protecting those improvements.
4. In designing the I-5/99W connector, ODOT should locate interchanges to be consistent with the UGB.
5. \* Tri-Met should actively pursue increased service within the Study Area. Metro and Tri-Met should continue to investigate TDM and DRT opportunities as regional priorities.
6. \* Responsible agencies should explore alternative design standards for arterials and collectors to reduce negative impacts on existing neighborhoods and increase connectivity in new developments and, where practicable, in existing neighborhoods within the Study Area.

April 17, 1997

Mike Hoglund  
Metro  
600 NE Grand  
Portland, OR 97232



Subject: Western Bypass/ I-5/99W Connector Resolution

City staff first learned of the proposed condition last Friday, April 11. According to Metro's schedule, there will be a first reading to Metro Council on April 24 and the plan is have the second reading and action by June 5. We are concerned with the haste in which the adoption of this proposed resolution is moving and would recommend that the timeframe be extended to allow review and comment, at least on the proposed findings.

To make you aware, the City amended its transportation plan to include widening of Highway 99W to seven lanes, as part of the recent adoption of the Tigard Triangle Plan . The widening was part of the toolbox recommendations for the I-5/217 interchange study. For the comprehensive plan amendment application for the Phil Lewis School site in the Tigard Triangle, ODOT commented that the City should amend its transportation plan to include the toolbox improvements, which included Highway 99W widening. The City responded by amending the City's transportation plan to include those improvements.

Through the recent Tigard Triangle planning effort, a task force was formed that included citizens, businesspeople, and representatives from Metro and ODOT. Our consultants said that Highway 99W needed to be widened to seven lanes to adequately support traffic from the Triangle in the future. Metro and ODOT did not oppose the inclusion of Highway 99W widening in the Triangle Plan. In fact, ODOT requested that a recent development application, a proposed McDonald's restaurant on the corner of SW 72nd and Highway 99W, be conditioned to include dedication to provide for future widening to seven lanes.

The City is in the process of updating the street component of the Transportation System Plan and applying for a Transportation Growth Management Grant for Highway 99W Access Management Implementation. There needs to be community input on the future configuration of Highway 99W, south of Highway 217. The Transportation System Plan and Access Management Implementation will solicit community involvement in addressing the future of Highway 99W in Tigard. These planning efforts will also include Metro and ODOT involvement. Furthermore, the Highway 99W corridor plan has not been completed.

The City supports the future connector for through traffic; however, widening of Highway 99W north of Highway 217 is also needed to handle traffic from the Tigard Triangle and prevent traffic from using neighborhood streets as cut-through routes. The proposed connector should help relieve traffic congestion in Tigard.

We are concerned with the two proposed conditions of this resolution, both of which would require agreements with Yamhill County and the City of Newberg regarding growth and green corridors. At the staff level, no draft agreements or examples of draft language have been presented. These agreements may help preserve investment in the I-5/99W connector, however, efforts to obtain the agreements should not impede the project's overall progress.

Thank you for the opportunity to provide input on the proposed resolution. Please include the City's comments in the public record regarding the resolution for the I-5/99W connector.

Sincerely,

A handwritten signature in black ink, appearing to read "James N.P. Hendryx", written in a cursive style.

James N.P. Hendryx  
Director of Community Development

cc: Bill Monahan, City of Tigard City Administrator  
Gus Duenas, City of Tigard City Engineer  
Nadine Smith, City of Tigard Planning Supervisor  
Laurie Nicholson, City of Tigard Planner

April 21, 1997

Pamela Rosales  
3470 NE Azalea  
Hillsboro, OR 97124

Mike Hoglund  
Transportation Planning Manager  
Metro  
600 NE Grand Ave.  
Portland, OR 97232

RECEIVED

APR 23 1997

RE: Public Hearing May 6, 1997, 1:30 p.m.

Dear Mr. Hoglund:

I would appreciate it if you would share this letter with the council members re: the above-mentioned hearing.

I am so disappointed and disgusted I don't even know why I'm wasting my time writing - but I guess at heart I'm an optimist that always hopes sanity will prevail.

I have read the reports and seen the studies that have transpired over the years - at great expense to the taxpayer and still...no good answers - only idealistic bandaids approaches that will not significantly help our traffic problems.

For those of us who live in northwestern Washington County, Highway 217 is really our only option to travel between 26 & I-5. The Western Bypass would have alleviated the heavy traffic on the Sunset, 217 and the miserable exit off of I-5 to head north on 217. If you still refuse to do the Bypass these areas will continue to get worse, in addition to the ridiculous plan to move the same dirt again and widen 217, putting the motorists in an intolerable situation for who knows how many years.

The environmental impact of the Bypass was totally insignificant when a person really asked questions and got to the bottom of what the numbers were actually saying. They were very large sounding numbers that made us think great amounts of farmland would be devastated and birds and whatever would be destroyed. The reality was quite different, however, when put in the form of percentages.

The old days of Hillsboro being a small farm community and needing to get crops to downtown Portland are over. We have the fastest growing area in the state and people need to get to Tualatin, Wilsonville, Salem, etc. without bottlenecking the one route that exists.

Is it any better to waste our resources: gas, oil, car parts, tires plus put more exhaust in the air from the additional miles we must travel - at a snail's pace - to reach southwestern Washington County or to travel south on I-5?

Urban sprawl has already happened. You can't wipe it out. Especially the west side of the Willamette. The roads wind all over and there aren't the straight streets and cross streets like in east and downtown Portland that allows good bus service. I have been on the Sunset heading east during heavy traffic and saw at least four buses entering the freeway from different ramps with signs on them saying "there are hundreds of cars at home because of the people riding this bus"...only problem is, there were zero to 1 or 2 people on the bus. All the buses do is take up more space on the freeway and smell up the air with fumes.

I am going to include a few articles I've cut out of the paper over the years for you to read rather than saying the same thing over again in this letter. The articles address my sentiments on the situation exactly.

Sincerely,

A handwritten signature in cursive script that reads "Pam Rosales".

Pamela Rosales

*2 enclosures*



DONALD H. DAY  
12293 N.W. Cornell Road  
Portland, OR 97229

4-24-97

Mr. Mike Hoglund, Manager  
Metro Transportation Planning  
600 N.E. Grand Avenue  
Portland, OR 97232

Dear Mr. Hoglund:

Evidently I'm one of a diehard minority that thinks deletion from further consideration a bypass from I-5 to the Sunset Highway is a huge mistake. I believe by the year 2020, it will be realized as a disastrous mistake, unless by then most transportation is through the air.

What good will a limit access expressway from I-5 to 99W do, unless that is a disguised beginning of an eventual bypass to the Sunset Highway, etc.

To me the Western Bypass Study Recommended Alternative Report doesn't solve anything; just keeps the traffic congestion in the densely populated areas. What is needed is a west side Highway 205. A highway freeway or toll road that goes west from the I-5-205 junction, cuts between Beaverton and Hillsboro, joins and crosses the Sunset Highway, goes north and west of Vancouver to join I-5 at the 205 junction north of Vancouver in Washington.

Sincerely,  
Donald H. Day.

**To:** trans@no\_host\_given  
**From:** Raj Savara  
**CC:**  
**Subject:** Bypass opinion  
**Date Sent:** Tuesday, April 29, 1997 3:31 AM

I travel 5-6 days a week from Lake Oswego to Hillsboro via Hwy. 217 and Hwy. 26. I have seen your recommendations for future development of traffic and would like to offer my opinion on the options.

Construction of a new limited access expressway from I-5 to 99W is good, but not enough. This needs to be continued all the way through to Hwy. 26. I have lived in this state for over 35 years, and can say that growth is going to happen with or without planning for it. I can't imagine how bad the traffic would be without Hwy. 205. This road was put in when farm fields were abundant and the idea of a 6 lane road seemed like overkill, but now it is a necessity. The core of the issue is infrastructure so people can travel from job to work without spending hours on the road. With the growth which is happening in Wilsonville and Hillsboro, having an expressway access is only sensible. To build up the arterial roads only prolongs the inevitable, and will cost 2-3 times as much 5 years from now.

All the recommendations are dancing around the issue of an expressway. Why?

Does not planning for infrastructure stop growth? I do not think so.

Look at all the suburbs and all have grown considerably in the last 5 years. I believe changing Scholls Ferry road or Murry Rd, in order to alleviate Hwy. 217 traffic only increases the traffic flow by a small percentage as compared to an expressway and the cost is large in both cases.

If the goal is to plan for present and future needs, then an expressway is the answer. If the goal is to alleviate present congestion, and not fully address the future growth, then widening the arterial roads will suffice.

I am only one voice, but I have lived here for most of my 38 years, and I believe the people who have witnessed the growth are more in tune with the overall picture rather than someone who just moved in and does not want any more growth. I hope my opinions have helped. Please feel free to email me back or write me at:

Raj Savara  
17007 Westview Dr.  
Lake Oswego, OR 97034

675-0607

Rajs@tqs.com

Sincerely

**To:** 'trans@metro.dst.or.us'  
**From:** Valerie Crafard  
**CC:**  
**Subject:** Western Bypass Study  
**Date Sent:** Wednesday, April 30, 1997 2:57 PM

Successful Money Management Seminars, Inc., supports the construction of a new limited access expressway from I-5 to 99W. The current state of traffic congestion has a negative impact on the desirability to live and work in the Tualatin area. The expressway will reduce traffic congestion in Tualatin proper during business hours, particularly during the morning, noon, and evening rush hours.

The expressway will increase employee and vendor access to Tualatin businesses and encourage employees to settle closer to their Tualatin employers as traffic congestion due to commercial traffic will be greatly reduced. Again, Successful Money Management Seminars, Inc., supports the recommendation of construction of a new limited access expressway from I-5 to 99W.

May 2, 1997

Metro Council Transportation Committee  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

via fax 797-1794

**RE: Western Bypass Study Recommendations**

Dear Members of the Committee:

I write in strong disagreement with the Western Bypass Study recommendations concerning the Western Bypass and urge you to reject the recommendation to delete the Western Bypass from further consideration.

As chairman of the City of Beaverton Traffic Commission, past chair of the Tri-Met Citizens Advisory Committee on the Budget, active on numerous other committees addressing transportation issues, and a 34-year resident of the region, I have had the opportunity to observe the increasingly congested state of Washington County's transportation system and to hear from hundreds of citizens and business persons frustrated with the region's response to Washington County's transportation needs.

Washington County is growing rapidly and its existing transportation system is already stretched to the limit. Highways 26 and 217 are congested in both directions for several hours each day. Canyon Road, Beaverton-Hillsdale Highway and Scholls Ferry Road are reaching capacity at certain times of the day. Congestion on these arterial routes is forcing through-traffic onto neighborhood streets not designed to handle large volumes of traffic. In short, the inadequate capacity of our existing major roadway system has impacts all the way down to local neighborhoods.

I agree with several of the recommendations included in the Recommended Alternative Report, especially the widening of Highway 217, transit improvements and demand management strategies. I do not agree, however, that these represent alternatives to the construction of the Bypass. These proposals should be pursued in conjunction with, not in lieu of, building the Bypass.

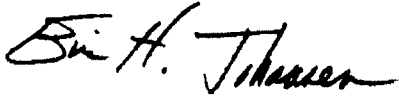
Even if the highly optimistic 20% **per capita** trip reduction mandate contained in the Transportation Planning Rule is achieved, it remains a fact that if Metro's growth projections are realized, there will be a significant increase in the **total** number of vehicle trips in the region. I cannot imagine for a moment that Highway 217, 99W, Scholls Ferry Road and an extended Murray Boulevard will be as capable of handling the projected number of trips that could be served, with less impact to the region as a whole, as the Western Bypass.

In conclusion, Washington County's transportation system both in absolute terms, and in relation to the other counties in the region, is inadequate. Major system improvements, not just minor tweaks to an already overburdened system, are necessary to preserve the economic vitality of the County

and to protect neighborhoods from excessive volumes of through traffic. Like I-205 through Clackamas and Multnomah counties, the Western Bypass is an essential element in the regional transportation system. The question should not be whether the Bypass should be built, but when.

I urge Metro to take the first step toward bring transportation equity to Washington County by affirming the very clear need for the Western Bypass and by rejecting the Committee recommendation to terminate the Bypass.

Sincerely,

A handwritten signature in black ink, reading "Eric H. Johansen". The signature is written in a cursive, flowing style.

Eric H. Johansen

cc: Mayor Rob Drake  
Commissioner Kim Katsion  
Councilor Jon Kvistad

**To:** trans@no\_host\_given  
**From:** Bunker  
**CC:**  
**Subject:** Western Bypass Alternative Study  
**Date Sent:** Tuesday, May 6, 1997 7:23 AM

Please accept this as written comments supporting the Bypass Alternative Report reflecting the DELETION from further study of a bypass from I-5 to the Sunset Highway. I support the alternatives of improving the planning and encouragement for the common worker to live closer to the work place. And o improve the lesser predominant trip patterns of the area.

Thank you,

Tom Bunker  
5365 SW 209th Ave.  
Beaverton, OR 97007

649-9164

**To:** 'Mike Hoglund'  
**From:** Phil Patterson (filp)  
**CC:**  
**Subject:** Limited access expressway from I5 to 99W  
**Date Sent:** Tuesday, May 6, 1997 8:19 AM

Mike Hoglund  
Transportation Planning Manager  
Metro  
600 NE Grand Ave.  
Portland OR 97232

email:trans@metro.dst.or.us

re: Limited Access Expressway from I-5 to 99W

Dear Mr. Hoglund

In evaluating the desirability of the proposed link between I5 and 99W I believe the following points deserve additional consideration.

#### Traffic Volumes

The amount of traffic now using the Tualatin-Sherwood corridor consists of a mix of through traffic and local traffic. As the build-up in the Tualatin area continues an increasing portion of the traffic will be local. This traffic will not benefit from a limited access roadway.

#### Unique Geology and Sensitive Ecology

The proposed corridor for the expressway traverses an area of geologic uniqueness and will dramatically, and adversely, impact this area if constructed.

The proposed corridor also contains the Tualatin River National Wildlife Refuge; traversing this refuge will cause irreparable harm.

#### Willamette River Crossing

The corridor for the proposed expressway does nothing to alleviate the bottleneck caused by I5 crossing the Willamette River in Wilsonville. A forward thinking plan would focus on an expressway that intersected I5 south of the river and led to the Newburg area.

For these, and other, compelling reasons I strongly recommend that Metro reject the the study recommending the expressway as proposed.

Regards,

Phil Patterson  
25795 SW Meadowbrook Lane  
Sherwood OR 97140  
625-1205



13900 NW Old Germantown Road  
Portland, Oregon 97231  
May 6, 1997

Mike Hogland  
Transportation Planning Manager  
METRO  
600 NE Grand Ave.  
Portland, Oregon 97232

Dear Mr. Hogland,

We wish to comment on ODOT's "Western Bypass Study Recommended Alternative Report," which we have read in the past few months.

On the whole, we think it is a carefully prepared and thorough study, showing evidence of plenty of public participation. We look forward to implementation of, in particular, the TSM actions, which we believe can substantially improve traffic flow at minimal investment. For example, timed lights instead of on-demand lights should help to smooth flow of traffic, as a comparison of free-flowing arterials in Portland vs. backed-up arterials in Beaverton can show.

We are also supportive of limited TDM measures as long as they are carefully thought out to allow people choices given today's transportation realities. For example, a single parent who has to drop off children at multiple sites (making the bus option too lengthy and expensive) and then drive to work (as an "SOV") should not be financially penalized for her situation. Bus, bicycle, or carpool may not be a realistic option until either her circumstances change, or the community has constructed a much better range of both transportation and housing options.

As far as road projects go, we agree that improvements to existing key travel roads are to be preferred over new alignments. In particular, we are very pleased that the Western Bypass has been deleted from consideration. The Bypass would have been extremely costly and destructive of farmland, yet of minimal use in addressing the real traffic problems on the west side. We hope that it does NOT surface again in future plans.

Thank you for the opportunity to comment on these key issues.

Sincerely,

A handwritten signature in black ink, appearing to read "James and Judith Emerson", with a long horizontal flourish extending to the right.

James and Judith Emerson



# **Upscale Automotive**

Full Service Repair  
Honda, Mazda and Toyota Automobiles

May 06, 97 13:50 No.001 P.01

**Mike Hoglund  
Transportation Planning Mgr.  
Metro  
600 NE Grand Ave.  
Portland, OR 97232**

5/6/97

**Dear Mr. Hoglund:**

**I have been a Tualatin business owner and resident for 14 years. During this time I have watched the city's complexion change greatly. And of course, the traffic problems have changed with it.**

**I am writing out of concern for the heavy truck traffic that has been routed through Tualatin since the Tualatin Sherwood Road improvements were completed 2-3 years ago. At times you can literally see dozens of semi-tractor/trailers lined up at our stop lights. The time and fuel it takes to move one of these rigs from light to light is astounding. I believe this type of traffic problem detracts from Tualatin's liveability and adds to the clean air problem the Metro Portland area is experiencing.**

**This is the single most important reason why Metro *must* continue to consider and then act upon a Western By-pass around Tualatin. The situation will only continue to get worse over the next few years. So again, please act now to continue with a limited access highway from 99W to I-5.**

**This morning I talked with fellow Tualatin Chamber of Commerce Board Member, Tualatin businesswomen and Tualatin resident, Claudia Clark of His and Hers Carpet Care. Claudia agrees with my opinion concerning the by-pass and has asked that I include her name in this letter.**

**Thank you for your time and consideration in reading this letter.**

**Sincerely,**

**John R. Bendit  
Tualatin business owner  
Tualatin resident  
Tualatin Chamber of Commerce Board Member**

TO: Mike Hoglund  
Transportation Planning Manager  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

From: Joan Patterson

Date: May 6, 1997

Subject: Western Bypass Study  
Construction of a new limited access expressway from I-5 to 99W

I am writing in order to provide my comments regarding the Western Bypass Study's recommendation for a new limited access expressway from I-5 to 99W. At this time I oppose the construction of this expressway for the following reasons:

- The expressway's ability to alleviate congestion in the Tualatin, Sherwood, Tigard area is questionable. As a frequent traveler on Tualatin-Sherwood it appears that the majority of the traffic is generated by industry along this road -- its local traffic.
- An expressway could negatively impact the Tonquin Scabland which are of major geological interest.
- The Tualatin River National Wildlife Refuge would border the expressway. Any plans would need to minimize the impact on wildlife and visitors to this National Refuge.
- Another set of entrance and exit ramps on I-5 in the Tualatin/Wilsonville area would create safety hazard.

I would appreciate being kept informed of Metro's decisions regarding the Western Bypass Study.

Regards,

Joan Patterson  
25795 SW Meadowbrook Lane  
Sherwood, OR 97140  
(503)625-1205

## Robert E. Ruedy

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14185 S.W. 100th Avenue Tigard, Oregon 97224-4951 (503) 620-5997

May 6, 1997

Mr. Mike Hoglund  
Transportation Planning Manager  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

RE: Western Bypass Study - Public Comment Opportunity

Dear Mike:

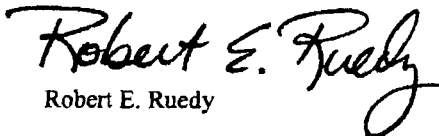
I would first like to state that I am a lifetime resident of the Portland metropolitan area, and specifically the west side which is in controversy within this study. My concerns for efficient transportation planning, for both residents and businesses, comes from my sincere compassion for our community and positive aspects which will help better it. With that said I will address the study recommendations:

- **Construction of a new limited access expressway from I-5 to 99W.** This recommendation I strongly support as a formal measure to alleviate congestion on Tualatin-Sherwood and Edy roads. This would solve a long term problem that to date has not been able to keep up with population expansion. From N. Wilsonville through the Tonquin road area to north of Sherwood would probably alleviate traffic best, and concurrently provide the least impact on existing residential neighborhoods.
- **Deletion from further consideration a bypass from I-5 to the Sunset Highway.** This recommendation I very strongly disagree with as I don't feel it takes into account our long term transportation needs. When discussing the option of a western bypass with other concerned citizens I liken this "recommendation" to that of having provided a "No Build" decision to the construction of I-205 say 30 to 35 years ago when it was in its study and planning stages. Just take a minute to imagine what traffic congestion would be like right now if all north & southbound local and interstate traffic had to take I-5 to I-84 to travel eastbound. What a nightmare that would be. Well, looking at the population expansion expectation charts for this western bypass study area shows that if the population is going to double by 2015, a couple extra lanes on primarily one roadway (namely Hwy. 217) isn't going to cut-it for the long term. We will have more congestion and severely within that corridor of road networks. Hence, a long term solution is in order for northbound I-5 traffic (and southbound for that matter) who need to go eastbound on Hwy. 26. Expecting all the traffic to come through Tualatin, through Tigard, through Beaverton and beyond another 5 miles just to get to Hillsboro (now a major industrial manufacturing component of our region) is ludicrous.
- **Construction of a series of arterial and collector road improvements.** I agree that this will help to alleviate the immediate congestion issues. But for the long term I feel they will then (out 15 years) be considered local and collector roads in relation to the new traffic volumes. A long term solution is still needed beyond these improvements.
- **Widening of Highway 217.** This I strongly agree with but as we can all see, its already been improved to 3 lanes except at entrance and exit ramps. Traffic still remains a problem. Widening the roadway at those locations will definitely help but will it really do much? Probably not. The reason I say this is because its 1997 now. Those projects won't probably be completed till into the next century and by then the population and commerce will have increased to max out the improvements, most likely before they're completed. Remember, this is and has been the fastest growing county in the state for the last 5-7 years. And the end is not in sight!

- **Transportation System Management Actions.** This I am in favor of. Westside Light Rail will arrive just in the nick of time. In the planning stages for many, many years. Unfortunately it only runs radially from our regional core. I applaud those with the foresight and fortitude. This will take some of the load off our roadway system but not for those in the sales, service, commercial and industrial sectors. Also those of us who travel to non serviced or poorly serviced by mass transit areas will still be vehicle dependent. I do hold hope though for improvements in this topic.
- **Transportation Demand Management.** I do agree with the promotion of this topic too. It's a great idea, although somewhat impractical. My information states that it will only be applicable to maybe 10 percent of the workforce, which doesn't take into account the increase in trips for "home office" service work on equipment and trips to copy shops, possibly multiple times per day. I think the jury is still out on how much traffic this will actually relieve.
- **Transit Service Improvements.** I definitely agree with this recommendation. I also think we need to provide the transit system "users" the opportunity to more equitably participate in the cost of the transit system. Think they'll go back to their cars? Think again, after you look at my suggestion below to help pay for all the roadway improvements.

Well, I'd like to thank you for the opportunity to address all the issues shown above. If it weren't for this opportunity, my opinion and concerns for my favorite town probably wouldn't be heard by those in position to do anything about it.. I can only hope that the remaining processes that these decisions go through will be performed by individuals and public agencies that have all the data and have had the experience of sitting in a few rush hour traffic snarls, with over-heated tempers, late for their most important meeting or plane flight. Until you've lived it, you can't even begin to imagine it. It affects out commerce, our livability and it at times has even created occasional hostility on our commuter arterials. Portland's west side once was a relatively docile and pleasant series of communities. It has grown at record pace, and the road system, even including our transit system, has not been able to keep pace. Those of us who know alternate routes further away from the congestion, take them whenever possible to avoid the traffic headaches. But as traffic move further away from the center of town; rural roads, unable to handle current high vehicle counts show the stresses. Commercial and personal vehicles skirt the congestion on these roads, roads that were not designed for these new volumes of traffic and weights of commercial vehicles. Accident rates on these roads are rising and eventually the roadways will fail prematurely due to over-use. Look at current traffic congestion on both Highway 26 and Highway 217. The vehicle count figures on the study are being surpassed and rapid improvements are the only solution. People are going to continue to come, and with them will be their personal vehicles along with the demands on commerce within the community. Help keep it livable. Help keep it moving. The power is yours, so please don't let your town down.

Sincerely,



Robert E. Ruedy

**I promised you a suggested funding solution:** Since this congestion and traffic improvements are a regional issue. The majority of funding should be a regional issue too. My proposition is this: Those who want to or need to have their vehicle(s) at their service can burden majority of the cost of the roadway system. A 10 to 25 cent a gallon fuel tax, across-the-board gasoline and diesel. Only farm use exemptions within the zone. The Zone is any fuel source within a 25 mile radius of Portland's 00 by 00 grid center(within Oregon, of course). This added cost will convince vehicle owners and operators to reevaluate their driving habits, and will also deter transit system users from going back to their cars when their user rates increase to help defer their portions of the improvements costs. Try it! I know I'd pay it if I had to, to alleviate traffic congestion.

Thanks for your time. And please contact me if I can be of further assistance to these issues. I'm a 5<sup>th</sup> generation Portlander and would like to remain proud of it

**To:** trans@no\_host\_given  
**From:** Terry White  
**CC:**  
**Subject:** May 6, 1997 Hearing  
**Date Sent:** Thursday, April 17, 1997 11:39 PM

Mike Hogle  
Transportation Planning Manager  
Metro  
600 N.E. Grand Ave.  
Portland, OR 97232

Sir:

I have used Hwy 217 to commute between Beaverton/Hillsboro areas and my home in Canby for 15 years. With the business growth in Hillsboro area (Silicone Forest), a better inter-connection to I-5 is needed. I was sorry to hear that a "West Side Bypass" is no longer being considered. If Portland plans to have continued growth in the 21st century, plans must be made now to get the workers into and out of the industrial areas.

Many cities have a "Belt Way" circling the metro area to handle the growing traffic problems. If the west side bypass is built, Hwy 217, while still needing improvements and an interchange upgrade at I-5, would not need widening. If we look at the success of Hwy 205 and apply it to a West Side Bypass, I think it is clear how it would improve the traffic into and out of the Washington County industrial area. I am sure if an interstate highway went past my back yard, I would not want it either, but if the community citizens, like those living in Sherwood were to commute down Hwy 217 daily as thousands do, they may see the need for a bypass as we.

Respectfully

Terry A. White  
9480 South Gribble Road  
Canby, OR 97013



**Testimony of Keith Bartholomew  
before the Metro Transportation Committee  
Re: ODOT Recommendations from the Western Bypass Study  
May 6, 1997**

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It is my pleasure to testify before you today on the recommendations from the Western Bypass Study. Certainly, the process of the Bypass Study has been a long one—when it began, I was childless; I now have a son in kindergarten. But in the view of 1000 Friends of Oregon, the wait, and the work done during that wait, have been well worth it.

In the beginning, the Bypass Study was about a single facility in a narrow corridor. Over the course of the years, the Study expanded its horizons to include consideration of multiple modes and a broad geography.

While it is tempting to recount all the tales of such an epic story, I will proceed to the issue at hand—the final recommendations from the study. Two years ago, we voted as a member of the study's Citizens Advisory Committee in favor of the recommendations now before you, with two caveats. We repeat that position today and note an additional concern.

For us, the primary thrust of the recommendations is the recognition that a Western Bypass between 99W and the Sunset Highway is not needed nor is desirable for this region. According to the analysis completed by Metro for the LUTRAQ study, building the Bypass—just the facility itself, without the bells and whistles included in the ODOT study—would result in more miles of driving and more air pollution (NO<sub>x</sub> & CO<sub>2</sub>) than the No-Build alternative. In other words, according to these measurements, the region is better off doing nothing than it would be if it built the Bypass.

	No Build	Bypass Only	LUTRAQ
Vehicle Miles of Travel	6,883,955	6,995,986	6,442,348
NO <sub>x</sub> (kg/day)	14,104	15,054	13,744
Greenhouse Gases (CO <sub>2</sub> kg/day)	4,814,705	4,893,061	4,505,841

By contrast, the LUTRAQ alternative—which focuses new development into light rail station areas—reduces miles traveled and emissions of air pollutants. Moreover, the LUTRAQ alternative results in more than twice as many work trips on transit, 10% fewer hours of driving, and 10% less congestion than building the Bypass, while providing almost twice of the amount of improved access to jobs.

	No Build	Bypass Only	LUTRAQ
Work Trips on Transit	7.5%	8.8%	18.2%
Vehicle Hours of Travel % difference from No Build	21,110 —	19,920 -5.6%	17,790 -15.7%
Vehicle Hours of Delay % difference from No Build	2930 —	1670 -43%	1370 -53.2%
% of Study Area w/i 30 Mins. 500,000 Jobs % difference from No Build	41.8 —	55.7 13.9%	67.5 25.8%

While some may want to dismiss the LUTRAQ alternative as nothing more than a planners dream, the fact is that it has already been incorporated into some of the most important planning documents in this region, and is currently being built on the ground. As part of the LUTRAQ project, we analyzed the differences between the LUTRAQ alternative and the 2040 Growth Concept. We found that the two are virtually identical: 91% of the acres in the LUTRAQ alternative have the same or comparable planning designations as those indicated in the Growth Concept.

In addition, LUTRAQ is being implemented through the LCDC Transportation Planning Rule—which requires jurisdictions to rezone land around transit lines for Transit-Oriented Development—and through the station-area planning processes that are a part of the Westside Light Rail project. In the latter case, Washington County and the cities of Hillsboro and Beaverton have had interim station-area overlay zones in place since 1993. These zones effectively incorporate most of the zoning changes implied in the LUTRAQ alternative. Moreover, these interim overlay zones are now being replaced with permanent zoning districts that in many cases look nearly identical to some of the illustrations created in the LUTRAQ study.

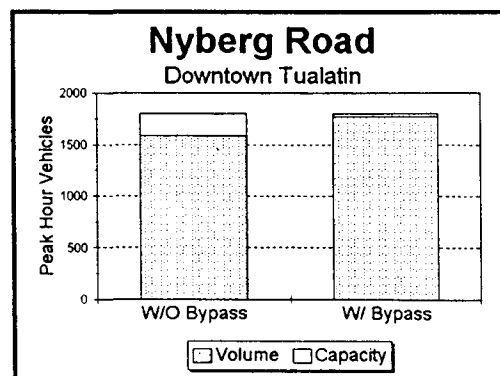
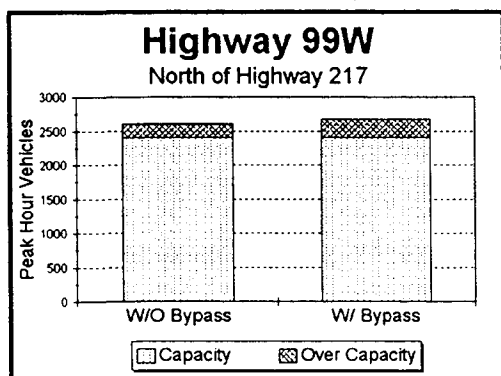
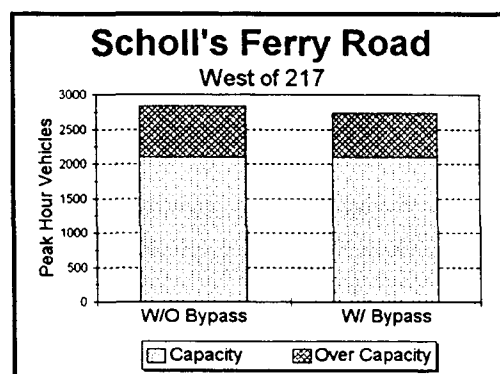
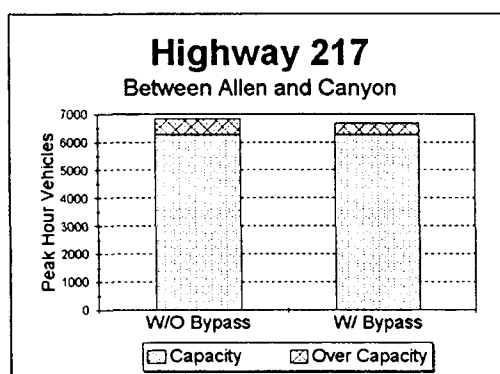
Given all these recent and prospective changes to local land use plans, it is difficult to dismiss the LUTRAQ alternative as “pie-in-the-sky.” Rather, it would be more accurate to characterize LUTRAQ as being part of the status quo, a new baseline against which other options should be compared.

That analysis essentially occurred a couple of years ago as part of the 2040 process. As you know, the 2040 Growth Concept contains a freeway connection between I-5 and 99W. It does not, however, include the Bypass between 99W and the Sunset Highway. Nevertheless, as part of the 2040 process, Metro added the Bypass to the Growth Concept for study purposes, and modeled the scenario to discover the Bypass' impact on Washington County transportation. The results show that, when coupled with the Growth Concept, the Bypass would have negligible impacts on reducing congestion levels for Highway 217, while substantially increasing congestion on 99W, Nyberg Road, and Scholls Ferry Road:



Roadway	Segment	Volume Change (%)
Highway 217	Allen to Canyon	-2.4
Scholls Ferry Road	West of 217	-3.5
Highway 99W	North of 217	+10
Nyberg Road	Downtown Tualatin	+12
Scholls Ferry Road	Old Scholls Ferry	+37

Under the Growth Concept, all of these road segments are near or above capacity without the Bypass. Adding the Bypass, however, does not bring the traffic volumes below capacity, and in many cases only makes the situation worse.



In addition to the Bypass' ineffectiveness at solving traffic congestion, we are concerned that building the Bypass would lead to significant sprawl development on lands that are now outside the urban growth boundary and producing substantial income for Washington County farmers. Although our land use planning system is designed to curb such sprawl, actual planning practice shows that our zoning designations and development restrictions are not perfect and would be unlikely to

reverse the market pressure that would be placed on these lands were the Bypass to be constructed.

In a study commissioned by ODOT several years ago, ECONorthwest found that increasing access to land that is near a growing urban area will significantly increase the market pressures to develop that land. Even under existing restrictions, an analysis by Metro and 1000 Friends shows there is the potential for several thousand additional dwellings in the rural areas of Washington County. If the Bypass is built, access to these properties will be significantly increased and the pressure to develop them will increase too. Moreover, the Bypass' presence will increase pressure to move the urban growth boundary to include these lands and/or to change the zoning to allow for more development.

Any way you slice it, the Bypass is bad news for this region. It would result in more driving, less transit ridership, and dirtier air; it would not solve Washington County's congestion problems, and in the end would likely make them worse by furthering the county's dependence on the automobile; and it would fuel the engines of sprawl that could decimate Washington County's \$183 million/year agriculture industry. In short, we support the Western Bypass Study's recommendation to not build the Bypass, and to cease consideration of that proposed facility.

Our two prior reservations about the Bypass Study recommendations concern the proposals to expand Highway 99W and Scholls Ferry Road to seven lanes. Both facilities bisect areas indicated as Town Centers in the 2040 Growth Concept. Turning these facilities into seven-lane "super" arterials would eliminate the chances of these Town Centers achieving their design potential of being pedestrian-friendly mixed-use districts, which is what Town Centers are supposed to be. In other words, we view the proposals to seven-lane these roads as being inconsistent with the Growth Concept.

In addition, we are concerned with the analysis that is being offered in support of the Tualatin-Sherwood expressway. While we have acknowledged the need for some improvements in this part of the region, we are not convinced that other alternatives to constructing a limited access freeway have been adequately studied.

With these reservations, we are pleased to be here in support of the Western Bypass Study recommendations.

Thank you for this opportunity to testify.

Attachments: LUTRAQ Vol. 6: Implementation, pp. 17-19, Fig. ~~E-5~~ 5-2  
 LUTRAQ Vol. 5: Analysis of Alternatives  
 LUTRAQ Vol. 7: Making the Connections

## Chapter 5: Plan Changes

### Overview

How different are the land uses proposed in the LUTRAQ alternative from those now adopted in local comprehensive plans? More to the point, how different are the land uses proposed in the LUTRAQ alternative from those that are likely to exist when local governments revise their comprehensive plans to comply with new regional and state requirements? The analysis in this chapter, prepared by 1000 Friends of Oregon, provides some answers. Although the chapter contains maps indicating the general results of the research, more detailed maps are included in **Appendix E**.

The analysis presents two comparisons. The first compares the LUTRAQ plan (Figure E-1) with the "Land Use Plan Map" from Metro's Regional Land Information System (RLIS). The Land Use Plan Map (Figure E-2) contains generalized versions of the adopted comprehensive plan maps for all the jurisdictions in the study area. As part of the land use policies and laws developed and adopted by local governments, these comprehensive plan maps govern the types of land uses currently allowed within the study area.

There are, however, a number of recently adopted state and regional laws and policies that, over the next several years, will require major changes to the adopted comprehensive plan maps. The most prominent of these changes is reflected in the second analysis presented here: a comparison of the LUTRAQ plan with the Metro "2040 Growth Concept Map." The Growth Concept Map (Figure E-3) is an interim product in a series of planning exercises that will form the basis for new comprehensive land use plans for the Portland region. Metro will use the Growth Concept Map to develop a more detailed "Regional Framework Plan." Local governments will be required to amend their comprehensive plans to be consistent with the Regional Framework Plan when it is completed.

Another land use law that will change local comprehensive plan maps is the Transportation Planning Rule (TPR), adopted by the Oregon Land Conservation and Development Commission in 1991.<sup>1</sup> Among other provisions, the TPR requires local governments to amend comprehensive plans for lands along all existing and planned transit routes to allow transit-oriented development (TOD) and to designate "types and densities of land uses adequate to support transit."<sup>2</sup> These changes are required to be made by May 1997. To reflect these requirements, both comparisons in this chapter include Tri-Met's planned transit system for the study area.

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1. The text of the Transportation Planning Rule can be found at Oregon Administrative Rule (OAR) 660-12.

2. OAR 660-12-045(4)(g), (5)(a).

Finally, station-area planning for the Westside Light Rail Line (now under construction) has resulted in a number of planning efforts that will substantially effect local comprehensive plans. Although permanent station-area plans have yet to be adopted, all of the jurisdictions involved have adopted interim station-area zoning provisions to ensure transit supportive development.

## Methods

The analyses presented in this chapter compared the LUTRAQ alternative, first with the existing land use plans, then with the Region 2040 Growth Concept. In both cases, full implementation of the TPR was assumed. Also, both comparisons incorporated the station planning areas for Westside Light Rail.

To complete the analyses, maps were prepared that overlaid the polygons (i.e., the colored land use designations shown in Figure E-1) from the LUTRAQ map on each of the two base maps (Planned Land Use and 2040 Growth Concept). Each map also contained the station planning areas for Westside Light Rail and a draft version of the Tri-Met Primary Transit Network. Then, for each LUTRAQ polygon, the planning designation under LUTRAQ was compared to the designation on the base map. The correlations listed in Table 5-1 were used to determine the consistency of the LUTRAQ designation with that of the base map.

**Table 5-1: Similar Land Use Designations**

LUTRAQ Alternative	Planned Land Use Map	2040 Growth Concept
Downtown Mixed Use	Central Commercial Office Commercial General Commercial	Regional Centers Town Centers
Urban TOD	Multi-Family Single-Family 5-7000 sq. ft. lots	Town Centers LRT Station Areas Corridors Inner Neighborhoods
Neighborhood TOD	Multi-Family 8-25 units/acre Single-Family	Corridors Inner Neighborhoods
Secondary Residential	Single-Family	Inner/Outer Neighborhoods
Large Lot Residential	Single-Family	Inner/Outer Neighborhoods
Employment	Industrial	Industrial
Commercial Core	Neighborhood Commercial	Town Centers Corridors

In addition to determining consistency between LUTRAQ designations and the designations of the base maps, attempts were made to incorporate West-

side Light Rail station area planning efforts and the mandates of the TPR. To this end, LUTRAQ polygons containing transit-oriented developments (i.e., Downtown Mixed Use, Urban TOD, Neighborhood TOD) located adjacent to a portion of the Primary Transit Network or within a station area planning district were deemed to be consistent with the base map, irrespective of base map designation.

## Conclusion

The analyses show that the differences between the LUTRAQ map and the adopted comprehensive plan maps of the local jurisdictions (as depicted in the Planned Land Use Map) are relatively small when the effects of Westside LRT station planning and TPR implementation are factored in (Figures 5-1, E-4). Out of a total of 16,965 acres in the LUTRAQ polygons, 13,197 (78%) were deemed to be consistent, while only 3,768 (22%) were deemed to be inconsistent.

The differences between LUTRAQ and the 2040 Growth Concept are even fewer (Figures 5-2, E-5). Considering the effects of the TPR and Westside LRT station planning, only minor inconsistencies between LUTRAQ and 2040 were detected. Starting, again, with a base of 16,965 acres in LUTRAQ polygons, only 1,452 acres (9%) in the LUTRAQ polygons were determined to be inconsistent. The balance of the acreage (15,513 (91%)) was deemed to be consistent with 2040. Given this low degree of variation, at this generalized level of planning it is accurate to say that the LUTRAQ Alternative and the 2040 Growth Concept are very similar and in many ways are identical.

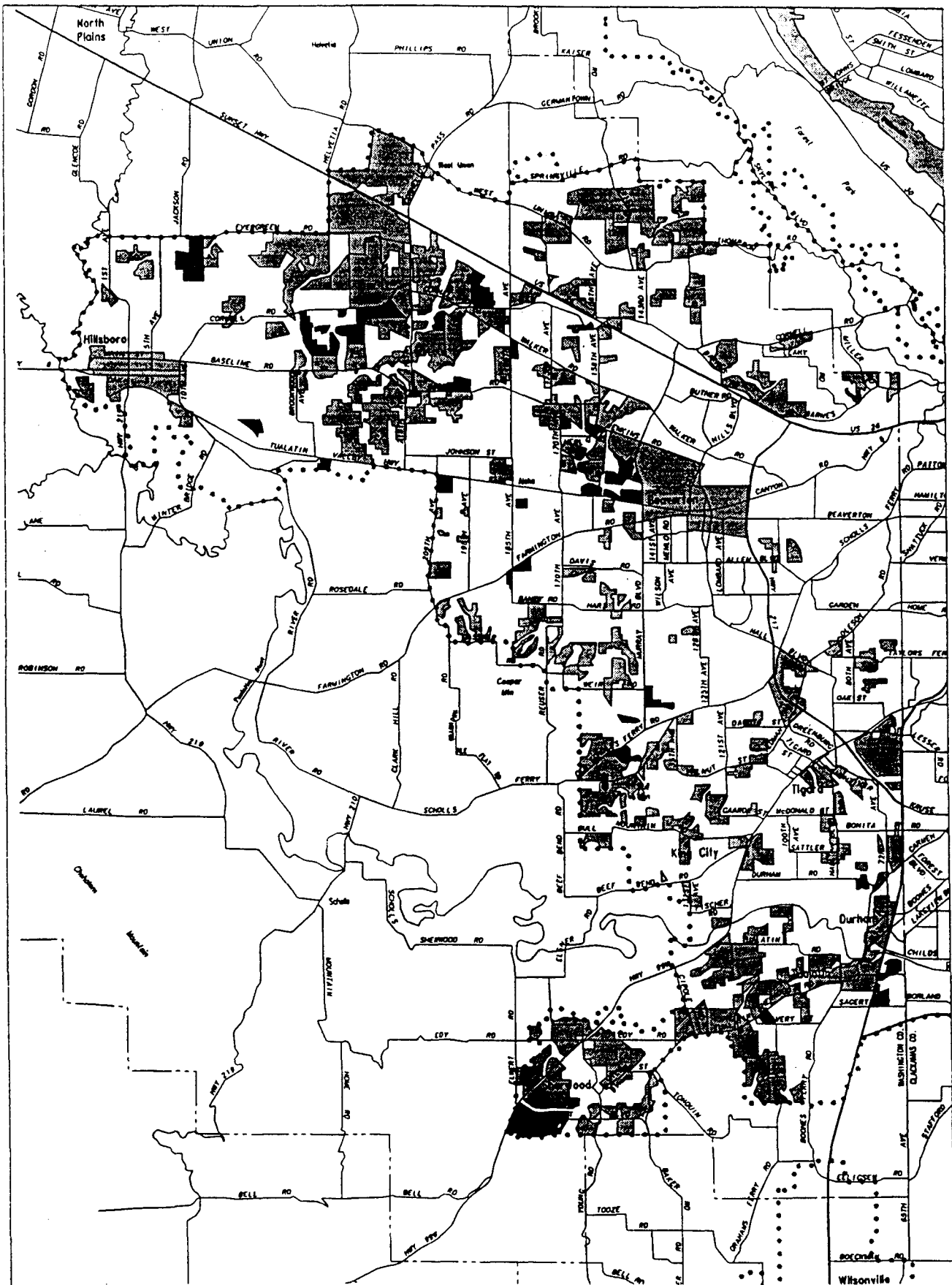


Figure 5-2

**LUTRAQ vs.  
Region 2040**

- • • Urban Growth Boundary
- Not Consistent with Region 2040
- Consistent with Region 2040

Scale 1" = 1000'

0 500 1000

**SOURCE:**  
UTAH CENTRAL MAP  
U.S. Geological Survey (USGS) and Oregon  
Department of Transportation (ODOT)  
1988.  
Major boundary changes are indicated  
by a dashed line.

2000 Friends of Oregon  
204 9th Ave., Ste. 300  
Portland, OR 97204  
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**BEST PLACES  
FOR READING  
"WAR AND  
PEACE"**

**IN THE CAR:**

1. Pacific Highway in Tigard
2. Downtown Tualatin
3. Cedar Hills Boulevard between Walker Road and Hall Boulevard
4. Anywhere on Canyon Road around the Beaverton Town Center on a Saturday afternoon
5. Oregon 217, rush hours
6. Crawling up the Sunset Highway in the morning

## Poor bus service

I applaud the various efforts to control urban sprawl in Washington County, and endorse the goals of the 2040 Plan.

Yet I have some serious concerns about our vision for transition toward self-sufficient villages.

Plans for transportation continue to manifest the historic Oregonian attitude that I call "if we don't build it, they won't come."

Light rail is a great idea when it is part of a comprehensive plan. In New York City and other major cities, one need not use a car because public transportation is implemented as a grid, making it possible to go nearly anywhere.

Here, however, I can't use buses (or the train in 1998) unless I am going to certain areas of downtown Portland.

Buses that do not go downtown follow the most circuitous of routes, and most run only during the traditional rush hours.

TV highway is clogged during non-rush hours with people going places they can't reach except by car.

We need a bus service grid to support light rail, and we need to recognize that most people in Washington County don't work in downtown Portland.

Common sense tells me we should have an I-605 to connect to I-205 in the south and the north.

Such a road would cut dozens of miles from trips to Tigard, Salem, Longview and Seattle, while substantially reducing traffic on 217, Hwy. 26 and TV Hwy.

The Portland region will eventually build a beltway like those in other major metro areas, but we will wait until long after gridlock lasts all day and

the land acquisition costs are ten times higher.

Until we have a grid of trains and buses that eliminates the need for cars and supports our bustling, 24-hour-a-day economy, we will need sensible highway solutions.

**Daniel Enroth  
Hillsboro**

# Western By-pass need feeding off congestion

By Larry Chabreau

The Western By-pass is not a dead concept!

Common sense tells us that we in Western Washington County cannot continue to grow in population and industry and yet be constrained by two traffic corridors that already are at or above capacity.

No matter how many lanes are added to Hwy 26 the tunnels remain the bottleneck, and to think that adding two lanes to Hwy 217 will be a solution is absurd.

The population projections, the developments of the Peterkort property, and the Tigard Triangle have used up one lane even before the widening takes place.

Conceive for a moment what the widening of 217 entails. Every overpass must be lengthened, including 217 at Canyon Road and Bertha-Beaverton Hwy. The connections at 26 and I-5 will be a nightmare. Additional right-of-way will be required and all of this after the lightrail is in place and using part of the same corridor.

If this type of congestion and disruption only affected the people adjacent to these bottlenecks I would still be concerned, but there's even more concern when it affects the movement of people, goods and services in and out of Western Washington County.

The automobile is still a major factor in the life and livability of the average American family.

Public transportation (light-rail and buses) are necessary

to accommodate those who find the use of the automobile either out of their financial ability or less convenient to their needs.

Strategies to help people to use their cars less are helpful in reducing peak traffic loads but have not been able to take the place of the personal freedom afforded by one's own vehicle.

So long as we have industry and business scattered from Forest Grove to downtown Portland to Gresham to Oregon City to Oswego, Wilsonville, Tualatin and Tigard we are going to have the problems of intra-region movement of workers.

People go where the jobs are and where their special skills are needed. We do not live in a "smokestack" industrial era of clustered working class neighborhoods or company towns.

North-south traffic moves through Western Washington County on inadequate farm to market roads and that traffic continues to increase as the industrial bases in the Sunset and I-5 corridors increase and the major routes, 217 and 99W, become increasingly clogged.

The Oregon Department of Transportation and Metro have been influenced by a coalition that seeks through a social agenda (in the guise of landuse and transportation planning) to create a compressed region where everyone walks, rides bicycles, shops at the corner grocery and lives in an apartment, a condo or on a 50-by-100-foot lot and public transportation is their means of getting back and forth to their jobs.

This idyllic situation existed up through the middle of this century when the working man discovered the freedom of individual transportation.

We cannot put the genie back in the bottle and as our region grows in population and industry, we need to at least use a pragmatic approach to deal with the reality of the problems confronting us.

No individual, computer assisted agency or advocacy group is prescient enough to plan ahead for 50 years. Past history alone should make us humble enough to realize that such an exercise is only that, an Exercise. The forces that shape our future are yet to be revealed and even now some are dimly taking shape.

We had best continue to meet our immediate needs within the framework of the existing Comprehensive Plans and Administrative rules that have served us well for almost 20 years. The market forces are ever at work in our economy and with proper government encouragement and supervision do a better job in the long run than mandated government policies or visionary exercises.

A clear need for a Western By-pass or perhaps a Beltway exists and time will only exacerbate that need until the situation in the existing corridors becomes intolerable and public outcry brings about the implementation.

*(Larry Chabreau, is a Forest Grove resident, member of the Hillsboro City Council for 10 years and a member of the Hillsboro Chamber of Commerce Landuse & Transportation and Long-range Study committees.)*

## Hillsboro Argus

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WASHINGTON  
COUNTY,  
OREGON

May 5, 1997

Mike Hoglund  
Transportation Planning Manager  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2739

**RE: I-5/99W CONNECTOR**

On May 5, 1997, the Washington County Coordinating Committee reviewed and considered Metro's proposed modifications to the Regional Transportation Plan (RTP) resulting from the recommendations of the Western Bypass Study. Many of the Coordinating Committee members participated in this work as members of the project Steering Committee.

A quorum of the Coordinating Committee was not present, but those present, including representatives from the cities of Beaverton, Hillsboro, Forest Grove and Tualatin support the addition of the projects contained in Exhibit A to Resolution No. 97-2497, and the associated revisions. Washington County also supports these actions.

With regard to Ordinance No. 97-689, the Coordinating Committee members present at the meeting and Washington County support the modifications to the RTP for the I-5/99W Connector, but are concerned with the apparent contingent nature of this decision as it relates to conditions of approval." This approach could afford the opportunity for jurisdictions outside of the region to hold project decisions hostage by their failure or unwillingness to sign the neighbor city or green corridor agreements. Similarly, conditioning decisions can create stumbling blocks and avenues for appeal that otherwise may not exist. In a project development and funding environment where timing is often critical, this may not be in our long-term collective best interest.

This said, we recognize and continue to support the concept of green corridors and neighbor cities contained in the Regional Urban Growth Goals and Objectives. However, we continue to have concerns about linking project decisions to the completion of multi-jurisdictional agreements as proposed by this ordinance.

Sincerely,

*Linda Peters for Roy Rogers*

Roy Rogers, Chairman  
Washington County Coordinating Committee

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